

Curran Pledges 5-Cent Permanent Fare With Home Rule on Transit

Says Commission's Plan Is First Constructive Step Offered to End Intolerable Conditions

Favors Amending Law Creating Board

Hylan Merely Talks While People Walk, As- serts Coalition Nominee

Henry H. Curran made public announcement last night of his stand on the local transit issue, his statement being the first he has given out on this issue since the preliminary report of the Transit Commission was published. He announced flatly that he was for a permanent five-cent fare, and that under no circumstances should an increase in fare be permitted.

"In New York a nickel is enough," said Mr. Curran.

He said that the traction problem was one in which the ultimate decision must rest with the citizenry of New York through its Board of Estimate.

The report of the Transit Commission, he said, even though it was admittedly a preliminary one, was not a document to be brushed aside simply because the reader might not be in sympathy with the legislation which called the commission into being.

Regardless of opinion concerning that legislation, he said, the report which the commission had issued was the first constructive step toward the improvement of intolerable conditions.

It held out definite hope, he said, of certain improvements which every one had long desired—"the revocation of perpetual franchises, the setting aside of underlying leases, the squeezing out of all the water, the cancellation of preferentials, the co-ordination of the different units of transportation into a harmonious and serviceable whole."

the restoration of universal transfers, the taking of the city's investment out of the debt limit so that we can spend that money for schools and playgrounds and more subways, the consummation of municipal ownership of all the lines."

"Mayor Hyland," he said, "has not helped to solve this problem. He has merely declared in favor of a 5-cent fare."

He recalled that while Mayor Hyland

He said that more people were using the cars each day and that "more

nickels must pour in, the rate of increase in receipts being greater than any increases in expenditures."

Curran Statement

Mr. Curran's statement follows in full:

"There is something more than politics in the necessity of trying to remedy our local transportation troubles. We may expect nothing from the traction companies. They have steadily refused to make any promotion beyond

the reiterated demand for an increased fare. Nor do we get any help from the present Board of Estimate. Nor the unbiased, constructive suggestion for relief has come from them, although the Mayor has taken full political advantage of the city's suffering. Whether or not we approve the law that created the Transit Commission, the report of that commission is the first practical attempt to help that has yet been made. For that reason, if for no other, the report should be seri-

Final Word Is People's
 "When I became a member of the Board of Estimate and Apportionment nearly two years ago I knew that proper transit was a vital and pressing need of the city, and I put in a great many days and nights of hard study of the whole subject. I believed then, and I believe now, that:

"1. The people of the city, as represented in the Board of Estimate and Apportionment, should have a final voice in the solution of New York's traction problem.

"2. A 5-cent fare is sufficient, and under no circumstances should any increase in fare be permitted.

"I have never changed my position in either of these two particulars.

"I am for the 5-cent fare. I believe in it. As long as I am Mayor I shall fight for it. I know it is enough, and I know also what a hardship it would work on the whole other group."

"I can approach this subject of carfare from the point of view of the traveling public because I use the subway, "L" and surface cars. I have a first-hand appreciation of what the crowds in our cars undergo every day. This congestion gives a good understanding of the value of the nickel fare.